

Supply



Chest

June 17, 2003

Ready - Resourceful - Responsive!

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Capt. Bjelland is new XO of FISC Norfolk



Captain Robert E. Bjelland, SC, USN, has reported aboard and assumed the duties as Executive Officer, Fleet and Industrial Supply Center, Norfolk, Virginia.

A native of Brea, California, he enlisted in the Navy in August 1969 and was selected for commissioning as a Supply Corps Limited Duty Officer in April 1981. He was awarded a bachelor of science degree in business and a MBA from Brenau College, Gainesville, Ga. He is a graduate of the Advanced Executive Program at the Darden Graduate School of Business Administration, University of Virginia.

Captain Bjelland's sea tours include SK3 on *Richard B. Anderson* (DD 786);

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FISC Det Earle Awarded MUC

By Noelle Malone-Zimms

The employees of FISC Norfolk Detachment Earle recently received a Meritorious Unit Commendation from Captain B. L. Scholley, commanding officer of Naval Weapons Station Earle.



The citation read as follows:

"Citation of superior performance of your duties while serving as a member of the Weapons Station Earle team, Colts Neck, NJ., from January 2002 to January 2003. During that period, you consistently performed your responsibilities in an exemplary and highly professional manner. As a member of the Supply Department, you aided in providing important support to homeported and visiting ships, and tenant commands. Your dedication to the Navy makes a significant difference in the performance of the station and reinforces the outstanding reputation of service we provide. Weapons Station Earle is the premier ordnance outloading facility on the East Coast of the United States and your dedication to excellence in carrying out your assignment of service to the Fleet is important to the efficient operation of the station. Additionally, your contribution to the station's mission was significant to the selection of NWS Earle as Commander, Navy Region North East candidate for the Commander-in-Chief Excellence Award for 2002. Your professionalism and exceptional service reflected great credit on yourselves, Naval Weapons Station Earle and were in keeping with the highest traditions of the U.S. Navy."

Former CO of FISC and Two Others Selected for Flag

The Navy announced that Captain William A. Kowba, Captain Michael J. Lyden, and Captain Martin J. Brown, have been selected for promotion to the one-star rank of Rear Admiral (Lower Half) in the Navy Supply Corps.

RDML (Sel) Kowba is a Senior Fellow assigned to the Chief of Naval Operations Strategic Studies Group, Newport, R.I. A native of Rochester, NY, he holds a Bachelor of Arts Degree from St. Bonaventure University and was commissioned through the Officer Candidate School Program in June 1976. He holds three graduate degrees, including masters degrees from the University of Richmond and Webster University, and a MBA from the Anderson School at UCLA. His most recent assignment was as Commanding Officer, Fleet and Industrial Supply Center, Norfolk, Va.

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USS Theodore Roosevelt (CVN 71) returns from Operation Enduring Freedom.

From The Executive Director . . .

Corporate Climate Survey...what's up with it?

Most of us have been around for first three rounds of the NAVSUP Corporate Climate Survey. In each case we were asked to complete voluntarily a survey with questions in the areas of: Equal Opportunity, Sexual Harassment, Career Opportunities, Recognition, Communication, and the overall Corporate Climate/Work Environment. The answers were based on a very familiar scale, the Likert Scale (measurement of attitudes), which asks you to assess your opinion of a statement based on a range from "Strongly Agree to Strongly Disagree." In survey round 3, we experienced our highest participation rate, 74 percent of us responded. With a 74 percent response rate, we could be very confident that the results provided some real insight into how you feel about the survey areas. Overall the results portrayed a very positive, improving trend in all organizational areas of the FISC.

Even with the improved results, there were areas that you told us needed improvement. For instance, there were low scores in the area of career opportunities and awards and recognition. You also addressed communication issues, middle management concerns, and facility deficiencies. So, as you recall, we created some Task Forces to address your comments in the survey. I want to highlight some of the great recommendations these Task Forces made and where we are in their implementation.

To help address the communication issues, we published a special edition of *The Supply Chest*, reprinting many of the graphs and statistics from the official report with a special introduction by the commanding officer. Additionally, the results were posted to our Command Bulletin Board and placed in hard copy edition in every departmental office. The EEO Committee accepted the EEO/Sexual Harassment Task Force assignment and from that group emerged a specially constructed sexual harassment training module. A special task force was established to review our award and recognition program, and their recommendations are the basis for much of our non-monetary award program administered via our Welfare and Recreation Board. That group also recommended that we reinstate mon-

tary "Special Act" awards at the departmental level.

In Personnel Development, we have, since the last survey, established a Learning Resource & Transition Center and, within that center, offer continual STAIRS and resume building training. This Personnel Development Task Group also helped to develop Lunch & Learn sessions to address employees' interests in this area.



Sid Etherington

And last, but certainly not least, was our Facilities Task Force. This group has made numerous suggestions to improve our spaces. They recommended the purchase and stand up of two information kiosks on the first and sixth floors. They recommended improvements to our training rooms and common passageways. They have designed a "quarterdeck" area for the sixth floor that you will be seeing soon. They are working on a decorating scheme for all the passageways incorporating photographs and memorabilia of our employees past and present. All these initiatives were a result of your comments in the third round of the Corporate Climate Survey.

In the very near future you will be given the opportunity to take the fourth round of the NAVSUP sponsored Corporate Climate Survey. I know that we can count on all you to take the time to complete the survey. I hope you can see from the above examples that we take the results of this survey very seriously and make changes to programs, policies and spaces based on your comments. So, please watch INSIDEFISC and *The Supply Chest* for more information on the dates for participating in the fourth round of the Corporate Climate Survey.

Supply Chest

Fleet and Industrial Supply Center

1968 Gilbert Street, Suite 600

Norfolk, Virginia 23511-3392

(757) 443-1013/14

Capt. L.V. Heckelman, SC, USN, Commanding Officer, FISC Norfolk

Robert Anderson, Public Affairs Officer/Managing Editor

Jim Kohler, Editor

Bill Pointer, Photographer

Steve Craddock, Graphic Illustrator

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"Reservists ATAC Persian Gulf"

by LT John Robinson, SC, USNR

In late February 2003, six storekeepers from the Naval Reserve Fleet and Industrial Supply Center (FISC) Norfolk Detachment 207 were mobilized from the Navy and Marine Corps Reserve Center in Richmond, Virginia, processed through Norfolk, Virginia, and departed for the Kingdom of Bahrain. Their mission was to augment the existing Advanced Traceability and Control (ATAC) personnel gearing up for the tidal wave of depot level repairable (DLR) retrograde material expected to hit the ATAC node. These citizen sailors left their family and friends, and set aside the security of their civilian jobs to help support their shipmates in theater, both on land and on ships at sea. They deployed for a year into a period of unknowns to experience a new culture, intense stress, and perpetual uncertainty. Two other reservists and eight third country nationals (TCN) also augmented the ATAC node in support of Operations Noble Eagle, Enduring Freedom, and Iraqi Freedom.

The combined ATAC team in Bahrain processed over 2,400 items in their first 30 days in country, 11 days of which were during the start of Operation Iraqi Freedom. Everyone worked a 12-hour shift, six days a week, which allowed for one day off, to take care of personal business, and to experience a little mental and physical relaxation from the every day stress. The team maintained a record processing time of 1.2 days per item once the material was received into the ATAC Operating Report System (AORS). This is a true accomplishment as the requirement is 2.0 days per item.

One member of the FISC Norfolk Det 207 team was forward deployed to the CTF 53 Detachment site in Al Fujairah, United Arab Emirates (U.A.E.). SK2 Mike Meadows, from Richmond, Virginia, set up a mobile node and processed almost 1,000 items during the month of March. This required learning a new material tracking system known as eRMS (Electronic Retrograde Management System), using laptop computers and secure Internet access. He received help from

another FISC Norfolk reservist, SKCM Sandria Hughes from the Headquarters unit (FISC NFK Det 107). Developing the expeditionary element of the ATAC process, their efforts have been a shining mark in the logistical support needed to handle the large amounts of retrograde in a port where there is no ATAC infrastructure.

SK1 Roberta Sanford, from King George, Virginia, has been performing



SK2 Grissett checks the DLRs BCIs before receipts are posted in AORS

the role of Shop Chief, taking care of everything from muster to the common cold. She fulfilled the role of leading enlisted and set the example for the rest to follow. Just like the rest of the team, she has learned a great deal very quickly about running a small division ashore and tackling those everyday problems such as pay, where to eat, or better yet, how to get food from a local delivery establishment. In a culture much different from ours, it is a feat much more challenging than one would think.

SK2 Carmichael Townes, from Graham, North Carolina, and SK2 Diana Straub, from Fredericksburg, Virginia, are two enlisted team members with prior active duty experience. Their prior experience has proven invaluable to everyone here, because they each have an understanding of the working relationships needed to resolve the issues associated with "frustrated" freight. Both SK2 Townes and SK2 Straub have taken on training roles. They educate both the

additional reservists and civilian employees on the proper ways to package and handle ATAC material, as well as training on such items as the Mark9b gas mask and Chemical Biological Radiological (CBR) suit. Refresher training is always needed when working in a heightened state of alert.

SK2 Sidney Grissett, from Bowie, Maryland, an Advance Pay grade (APG) petty officer who was recruited directly into the Navy Reserves with no active duty experience, has been exposed to the novelties of active duty service. In his own words "This is way different than I had expected." The flexibility of the everyday service member is essential to naval service and SK2 Grissett has been learning that little stays the same from minute to minute.

The team here from FISC Norfolk Det 207 has set the example for all ATAC Det personnel. They hit the deck plates running, or in this case the sand, and never looked back. Every person is an invaluable asset to the CTF-53 ATAC effort in Bahrain and Fujairah. Everyone will remember this experience for the rest of their lives and remember their shipmates as part of a family experience.

As the ATAC OIC, I am honored to be responsible for this superb team of reservists and the efforts that they have put forth to conquer any retrograde issues, no matter the time required to complete. Each member on a daily basis goes above and beyond what is expected to resolve "frustrated" freight that lands, as an unwanted baby, on the doorstep of the ATAC Node. Each piece of retrograde has its own unique problems that take time and patience to resolve and often a lot of diplomacy. The ATAC team acts as an integral member of the CTF-53 Aviation Unit and displays their professionalism each day. As the CTF-53 Aviation Unit motto indicates, "We're all over it!"

Lt. John Robinson is a mobilized Reservist serving as the OIC of ATAC Bahrain since Feb. 2003.

Det. Philadelphia awards NY. Navy Husbanding Contract

FISC Norfolk Det. Philadelphia recently awarded the first husbanding agent contract covering US Navy ship visits to the New York City area to Inchcape Shipping Services in support of the Commander, Navy Region North East.

As the husbanding contractor for the NYC area, Inchcape will be responsible for providing traditional pier side support services such as CHT / Oily waste removal, breasting barges, docking and piloting services, various security items, and more. The contract includes four separate docking sites around New York harbor: the Passenger Ship Terminal and the Intrepid Pier in midtown Manhattan, the Stapleton Pier in Staten Island, and the Brooklyn Pier at the old Brooklyn Navy Yard.

As part of its contract, Inchcape will also be required to provide pier side support services during the Navy's New York City Fleet Week celebration. Fleet Week involves a visit by several U.S. Navy ships, usually with one big deck as the centerpiece, and has traditionally been held annually during the week surrounding Memorial Day. Besides the traditional husbanding agent services noted above, this contract covers several non-traditional, Fleet Week unique support services as well. These include, but are not limited to, such things as: arranging for mobile office spaces, berthing for large groups of US Navy security teams throughout the city, attendance at all Fleet Week planning meetings and establishing a representative at the Fleet Week Command Cell during this week long celebration.

The biggest advantages of a husbanding contract are that it establishes prices for a variety of services over a set period of time and provides "one stop shopping" for visiting Navy vessels. This significantly reduces the number of orders and invoices that each Supply Officer needs to process and creates one central point of contact for quicker and easier resolution of problems and fulfillment of emergent needs. The benefit should be especially evident for Fleet Week, where over a dozen and a-half individual purchase orders and contracts will be replaced by one task order issued to the husbanding contractor. This will also greatly simplify contract administration and streamline the payment process.

This contract was awarded using Best Value source selection procedures, with technical factors considered more important than price. Past Performance, Technical Approach and Socio-economic participation were used as the technical evaluation factors. Inchcape was determined to represent the best value to the Government based on their superior experience in providing husbanding services under many OCONUS and one west



During this year's Fleet Week celebration, the American flag was draped over the starboard side of USS Leyte Gulf as the guided missile cruiser leads warships up the Hudson River in the parade of sail. More than 6,000 Sailors, Marines, and Coast Guard personnel aboard 22 ships sailed into New York for the 15th Annual Fleet Week celebration. U.S. Navy photo by Chief Photographer's Mate Johnny Bivera

coast CONUS Navy contracts, an acceptable approach to accomplishing these services in the New York area, including a current presence there handling commercial vessels, and fair and reasonable prices.

The period of performance for this husbanding contract is 12 months starting March 21, 2003 and ending March 20, 2004 with a provision for a one-year option period. The total ceiling value of the contract, inclusive of the one-year option, is \$1.3 million. If this contract is determined to be successful, husbanding agent initiatives will be pursued at other ports throughout the Northeast region.



Mid-Atlantic Retail Supply

CA Team successfully completes independent review

Independent Review (IR) of the Mid-Atlantic Retail Supply A-76 Management Plan was conducted March 31 — April 3 by the Naval Audit Service and support contractors from Grant Thornton. The IR process constitutes step nine of the 15-step Commercial Activities (CA) process. During this step, the Independent Review Officer (IRO) reviews the Performance Work Statement (PWS), the Quality Assurance Surveillance Plan (QASP), and the Management Plan. The Management Plan includes the Most Efficient Organization (MEO), the In House Cost Estimate (IHCE), the Technical Performance Plan (TPP), and the Transition Plan (TP) documents. The IRO also reviews all supporting documentation and certifies that data contained in the Management Plan reasonably establishes the

Government's ability to perform the requirements outlined in the PWS with the resources provided by the MEO. Furthermore, the IRO checks that all costs in the IHCE are fully justified. The Retail Supply CA team successfully completed the IR.

The CA team resubmitted the Management Plan to the IRO for certification on April 23. Prior to the IRO certifying the Management Plan, he will review the documents to ensure that the changes that were recommended during IR have been incorporated in the documents. On receipt of the certification, the sealed Government bid will be forwarded to the Contracting Officer. The solicitation (number N00189-03-R-0002) can be viewed on the Navy Electronic Commerce Online (NECO) web site at www.neco.navy.mil/bizopps/search_edi.cfm. After the solicitation closes, the Contracting Officer will evaluate the proposals.

A tentative decision is expected in November. At that point the Public Review Period and Administrative Appeal Process

will begin. This process provides the forum for eligible appellants, government employees, or commercial offerors to identify errors in the cost comparison and have them corrected. The Public Review Period normally lasts for 20 calendar days unless the cost comparison is considered complex, in which case the time can be extended to 30 calendar days.

An appeal must be submitted in writing to the Contracting

Officer before the end of the Public Review Period in order to be considered by the Administrative Appeal Process Authority. The Appeals Authority should provide a final decision within 30 days of receipt of the appeal. The decision rendered by the Administrative Appeal Process Authority is considered final and is not subject to further review by higher levels of command or authority. Final decision on the Mid-Atlantic Retail Supply study should



The Naval Audit Service and support contractors discuss the Mid-Atlantic Retail Supply A-76 Management Plan. The Independent Review process constitutes step 9 of the 15-step Commercial Activities Process.

be announced next January.

After the appeals process is completed, the protest period begins. A formal protest is filed with GAO Comptroller General by unsuccessful bidders based upon two criteria: 1) improperly following OMB Circular A76; and/or, 2) irregularities on the Cost Comparison Form. The protest must be filed with the GAO within 10 days after the Administrative Appeal Process Authority has rendered its decision. GAO provides a written decision within one hundred (100) days.

The transition period after Final Decision will be one hundred and eighty (180) days. Based on this schedule, the best value service provider (MEO or contractor) start date is projected to be in July 2004. The PWS team has worked diligently to identify the requirements in the PWS; and, the Management Plan team has worked diligently to develop a strong competitive bid in order to make the in-house Government organization the best value service provider.

FISC's Metrics Program tracks customer support performance

It's been said, "what gets measured, gets done." Thus, an effective metrics program ensures that management or leadership intervention is focused on the right issues, "brush-fire" crises are avoided or reduced, and insures the viability of our retail supply chain management mission. Our metrics program (i.e., defined as performance

measurement) looks at various broad categories of customer support. For example: Projected future logistics needs, how effectively the mission is performed, and work efficiencies inherent in retail supply management. These broad categories have to be in "synch" with the NAVSUP Strategic Plan in terms of its Values, Vision and Goals. Additionally, the FISC Norfolk metrics program looks at our logistics responsiveness and program quality, among other criteria as mandated by the GAO's "Government Performance & Results Act of 1993 (which basically holds Federal agencies accountable for achieving program results).

Besides helping "synch" FISC Norfolk mission, goals, and objectives with the NAVSUP Strategic Plan, metrics provide us with objective answers on how well we are doing in various areas;

e.g., Fuels, Household Goods, Navy Integrated Call Center, Inventory Management, Hazardous Materials Management, and much more.

We hope this short description of our met-

rics program gives you a better understanding of why we have this management tool; to ensure that, in the final analysis, we effectively and efficiently deliver "Combat Capability through Logistics." If you are interested in knowing what metrics are briefed monthly to the CO and FISC Norfolk leadership, we recommend that you go to the "Inside FISC" website . 10.16.11.5 . then go to the hyperlink labeled: "Metrics for FISC Norfolk.

For more information about the FISC Norfolk metrics program, contact George Krakowski, Code 55, 757-443-1899. email:george.krakowski@navy.mil.

Captain Bjelland from Page 1

SK2 on *USS Brooke (DEG 1)*; SK1(DV) on *USS Tuscaloosa (LST 1187)*; SKC(DV/SW) on *USS O'Brien (DD 975)*; Food Service Officer on *USS Samuel Gompers (AD 37)*; Stores/ADP Officer on *USS Ajax (AR 6)*; Stores Officer/ASO on *USS Iowa (BB 61)*; Supply Officer on *USS Mobile Bay (CG 53)*; and Supply Officer on *USS Arctic (AOE 8)*.

Shore assignments include Naval Support Activity, Da Nang, RVN; Presidential Yacht *SEQUOIA*; Reserve Harbor Clearance Unit One, Det 419; Navy Supply Corps School as Retail Operations and Food Service Instructor; Material Control Officer at Naval Shipyard Pearl Harbor and Trident Refit Facility, Kings Bay, Ga.; Logistics Department Head at Afloat Training Group, Western Pacific; Configuration and Allowance Department head at Naval Inventory Control Point, Mechanicsburg, Pa.; and head of the Logistics Operations Program Branch (N413), Office of the Chief of Naval Operations.

Captain Bjelland is qualified to wear the Surface Warfare Supply Corps Officer insignia, Navy Scuba Diver insignia and the Presidential Service Badge. He has been awarded the Legion of Merit, two Meritorious Service Medals, four Navy Commendation Medals, two Navy Achievement Medals, two Good Conduct Medals and various unit and campaign awards.

Flag promotions from Page 1

RDML (Sel) Lyden currently serves as Executive Officer for the Director, Defense Logistics Agency, Ft. Belvoir, Va. A native of Tonawanda, NY., he earned a Bachelor of Science degree in Management Engineering from Rensselaer Polytechnic Institute, where he was commissioned through the Navy ROTC program in 1978. He also holds a Master of Business Administration (MBA) degree from Harvard University. Most recently, he served as Deputy Commander for Financial Management/Comptroller, Naval Supply Systems Command.

RDML (Sel) Brown currently serves as the Special Assistant for Joint and Operational Logistics, Naval Supply Systems Command, Washington Liaison Office, Arlington, Va. A native of Skaneateles, NY., he is a 1977 graduate of the University of Notre Dame, where he received his commission through the Navy ROTC program. He earned an MBA in Finance and Public Management in 1986 from UCLA. Before his current assignment he served as Force Supply Officer at Commander, Naval Surface Force, U. S. Pacific Fleet.

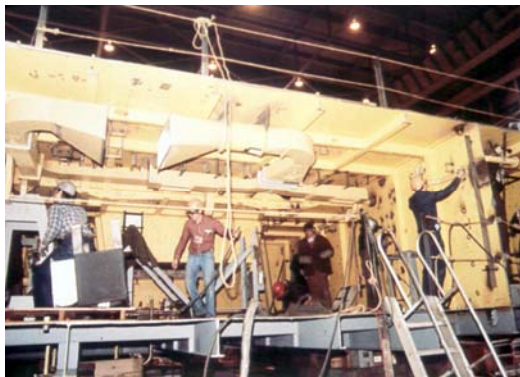
Code 560 holds vital role in ship repair at NNSY

The Material Division, Code 560 at FISC Norfolk, Norfolk Naval Shipyard (NNSY) Annex provides a vital role in meeting the needs and goals for ship repair work at NNSY. Besides providing quality logistics support service, focusing on the needs of the customer, the Supply Department simplifies receipt, storage, and issue of supplies and material required by the production work centers.

The first line of defense for material support to our customers are Shop Stores. They provide over 5,000 line items for kitting, manufacturing, alterations, maintenance, and repair in support of the waterfront effort. Shop Store items are the highest demanded and routinely the most urgently needed.

Inventory validity of Shop Store's material valued at more than \$12 million (non nuclear) is key to Shop Store's success. But it is the responsibility of many including those who process and store receipts, those who pull material and the inventory management team who all ensure this material

is available and can be issued to the mechanic within two hours after requisition submittal. To maintain inventory validity, NAVSEA requires random and yearly physical count and location inventories. Inventories are conducted to verify material balances and location and matched to the Material Access Technology (MAT) record. If there are differences, the cause is identified and corrective action is taken to prevent recurrence of these imbalances.



The NAVSEA shop store count accuracy standard is 90 percent and the location accuracy is 98 percent. For FY03 the Supply Department inventory accuracy is 95.45 percent, the location accuracy is 99.57 percent, and the Gross Monetary Adjustment is 0.29 percent.

Eighteen NAVSEA inventories have been conducted in Shop Stores since 1994. The Supply Department has met or exceeded the NAVSEA standards in accuracy and location 16 times and twice has missed the standard by less than two percent.

Joint Meritorious Unit Award to DLA



As a DLA component, DDNV employees will soon be officially presented their Joint Meritorious Unit Awards. The presentation will be made at the DDNV change of command ceremony. Below is the text of the award.

"The Defense Logistics Agency (DLA) distinguished itself by exceptionally meritorious achievement from Sept. 11, 2001 to July 31, 2002. DLA provided an unsurpassed level of continuous logistics support to the nation ~ war fighters. The DLA staff provided superior support to elements of the United States Armed Forces participating in Operations NOBLE EAGLE and ENDURING FREEDOMS while maintaining outstanding support to ongoing Balkan operations. DLA ~ efforts significantly contributed to the nation's homeland security and war fighting effort. DLA products, services and forward-deployed contingency support teams have been on the ground since September 11. DLA provided 100 percent of the bulk fuel, troop support commodities, consumable repair parts, distribution, logistics information, disposal operations, and humanitarian support in hostile and austere environments and often with little usable infrastructure. DLA accomplished this surge in mission requirement while undergoing an organizational transformation that included replacing a 40-year-old legacy business system with an Enterprise Resource Planning System, reducing hardware backorders by 25 percent, improving weapon system readiness, and lowering operating costs by more than one billion dollars. By their exemplary performance of duty, the members of DLA brought great credit to themselves and the Office of the Secretary of Defense."



Pier 7 to be complete in 2004

Two new double-deck piers have been completed at Naval Station Norfolk where most of the piers were built just after World War II, but the oldest was built in the 1920 s. The new design, by the Naval Facilities Engineering Command, will make life easier for Sailors and maintenance personnel and will provide better mooring during heavy weather.

The concrete piers are 1,500 feet long and 93 feet wide. The lower deck is made of pre-cast pieces that fit together like building blocks. The upper deck is cast-in-place concrete. Each pier costs between \$35 and \$40 million, depending upon the amount of dredging and demolition needed, and takes about two years to build. Pier 6 was completed in November 2001 and Pier 2 in March 2002. The construction contract for Pier 7 was awarded in February 2002.



FISC Norfolk Commanding Officer, Capt. L.V. Heckelman congratulates GMG1 (SW) John Conrad after presenting him with a Navy/Marine Corps Achievement Medal, his fourth. Conrad was recognized for superior performance as Gunnery Division leading petty officer aboard USS McFaul (DDG-74).



Capt. Heckelman congratulates SK2 (SW) Claudia Riley after presenting her with a Navy/Marine Corps Achievement Medal. Riley was recognized for superior performance as assistant financial records storekeeper aboard USS Whibbey Island (LSD-1)

“Big E” sends thanks to FISC Norfolk

I am SKC (SW/AW) Shields, S-8 Shipping and Receiving aboard *USS Enterprise CVN-65*. I want to extend my gratitude and thanks to one of your outstanding fleet liaison representatives Mr. Joe Ditommaso. I have had the pleasure of working with Mr. Ditommaso for over the past year. His dedication and genuine concern for my command has been unsurpassed. He has made it possible on many occasions to meet critical deadlines by locating parts that were received by FISC but had not been processed by Bldg. 146 for further transfer to the ship. With his assistance, the ship has been able to meet time critical repairs during this EDSRA period at NNSY Portsmouth. His professionalism and customer service performance are exceptional and bring great credit upon himself and all the FISC customer service personnel.

I wish to extend a personal “thank you” to you and all of your team and especially to Mr. Ditommaso for assisting my Shipping and Receiving team aboard *USS Enterprise* to meet our operational commitment. Have a “Great” day!

Very Respectfully,
SKC (SW/AW) Shields

Saturn sends thanks for FISC work

USNS Saturn wishes to thank all individuals and commands for their superb support in preparing for our current deployment. The customer support and “can-do” attitude demonstrated by waterfront professionals under an extremely short timeline and during adverse weather conditions enabled Saturn to immediately begin contributing to logistics readiness in the fleet.

FISC’s fleet support team receives a big thanks, especially to Al Ford, Alma Henry, Jerry Dysick, and Sherry Garnett for their usual outstanding CLF support. Many thanks also to FISC’s ship operations team, including Steve Fisher and Rufus Strothers for getting our cargo onboard.

Thanks to all other MIDLANT personnel and commands for all the support and efforts on the myriad of other issues faced. A sincere thanks to all. Bravo Zulu!

Bravo Zulu